FEDERATION OF RHODESIA AND NYASALAND

DEVELOPMENT PLAN

1955–1959

PRESENTED TO THE

FEDERAL ASSEMBLY

BY THE

PRIME MINISTER

THE RT. HON. THE VISCOUNT [illegible]
C.H., K.C.M.G., M.P.

ON THE

30th JUNE, 1955

FEDERATION OF RHODESIA AND NYASALAND

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DEVELOPMENT PLAN

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1955 - 1959

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The Development Plan for the years 1955-1959 follows the pattern of the Federal Government's previous plan in laying stress on the development of economic services such as transport, power and communications. At the same time, however, it does not neglect to provide for social services to meet the demands of a growing population.

It is envisaged that expenditure over the period of the plan will be £63.3 million as against the foreseeable resources of £61.9 million, leaving an overall deficit of £1.4 million by the end of June, 1959.

No provision has been made in the Plan for the Kariba Hydro-Electric Scheme, the finance for which will be provided separately.

ROADS AND BRIDGES (ITEM 1)

The Federal Government is continuing with the policy of bringing the roads for which it is responsible to Class I (tarmat) or Class II (gravel) standard according to traffic requirements. Of the total mileage of inter-territorial roads (4,350 miles) just over one-third have been reconstructed. The completion of the programme requires a substantial annual expenditure; this annual rate, however, decreases in the later years of the Plan.

In Southern Rhodesia, work is being continued on the Bulawayo-Beitbridge road between Essexvale and Gwanda, the sole remaining portion of the main road from Beitbridge to Umtali via Bulawayo and Salisbury yet to be completed. High level bridges over the rivers on the Salisbury-Bulawayo and Bulawayo-Beitbridge sections of this road are to be built in order to provide one completely all-weather route between the Union of South Africa and the main centres of Southern Rhodesia.

Reconstruction is now being carried out on the particularly bad section of the Salisbury-Lusaka road between Karoi and Vuti. It is also intended to start the reconstruction of the old strip road between Inkomo (where the present Class I road terminates 25 miles from Salisbury) and Karoi. It is unlikely that the reconstruction programme for this important communication link between Southern and Northern Rhodesia will be completed before 1960. Reconstruction work will also be carried out on the Salisbury-Mtoko road (which connects Southern Rhodesia with P.E.A. and Nyasaland) and on the Bulawayo-Victoria Falls road.

In Northern Rhodesia, work is being concentrated upon the Livingstone-Kafue Bridge road, the Kapiri M'poshi-Ndola road, and on the widening of the principal Copperbelt through road. This last road (Ndola-Luanshya turn-off-Kitwe-Chingola) is being surfaced with a full 20 ft. tarmat to meet the needs of the ever-increasing volume of traffic, which the present single-lane tarmat is no longer capable of handling.

The Kapiri M'poshi-Tunduma road, which connects Lusaka and the South with Tanganyika, will be completed.

/Other ...

Other works to be undertaken include the widening of part of the Lusaka-Fort Jameson road, and minor construction.

In Nyasaland, work is being continued on the Lilongwe-Salima road, which is the main artery for the evacuation of the produce of the Central Province. With an average density of over 200 vehicles per day the existing earth road is unsatisfactory, particularly in the rainy season, when it is often impassable. The Fort Jameson-Lilongwe road is being reconstructed to provide a reasonable means of communication to the railhead at Salima for the tobacco produced in the Eastern Province of Northern Rhodesia.

The reconstruction of the Zomba-Limbe-Mlanje-P.E.A. border road is nearing completion, and, when it is finished, the Southern Province of the Protectorate will be served by a tarred road connecting the principal commercial centres of Blantyre and Limbe, Chileka Airport and the tea-growing areas at Mlanje and Cholo. New bridges to meet the growing traffic needs will be built on the Mlanje-P.E.A. border section, and the re-construction of the Zomba-Liwonde road will be undertaken.

CIVIL AVIATION (ITEM 2)

The new airport, some twelve miles from Salisbury, is being completed to international standards for civil aircraft; at present it is used only by the Royal Rhodesian Air Force. The cost of terminal buildings is included under Buildings - General, (Item 26).

The existing airport at Kumalo in Bulawayo is unsatisfactory and its runways are unsuited to the needs of modern aircraft. This will become particularly important when the Central African Airways Corporation commence to operate Vickers Viscount aircraft. The cost of a new airport at Woodvale, including buildings is provisionally estimated to be £757,000, and is spread over the years 1955/1958.

Chileka airport which serves the main commercial centre of Nyasaland and is the principal airport of the Protectorate, was provided, by the end of 1954, with first class facilities, including runways and taxi-tracks capable of taking medium capacity aircraft. Work is now proceeding on a terminal building and additional taxi-tracks.

Of the provision made, a little over £1,000,000 is ear-marked for the development of airfields at Salisbury, Bulawayo and Chileka. The balance is for the most urgent construction required in the light of developments during the next 5 years.

CENTRAL AFRICAN AIRWAYS CORPORATION (ITEM 3)

£180,000 is a capital advance to the Corporation intended to meet the balance of the cost of new buildings at the new Salisbury airport to house the engineering and administrative headquarters of the Corporation.

/PURCHASE ...

PURCHASE OF AIRCRAFT (ITEM 4)

The Central African Airways Corporation has placed orders for five Vickers Viscount Aircraft at an estimated cost of £280,000 each. Stocks of spare parts and special workshop equipment will cost £800,000. The greater part of the total capital outlay will be met from a loan of £1,750,000, granted to the Central African Airways Corporation by the Colonial Development Corporation.

POSTS AND TELECOMMUNICATIONS (ITEM 5)

The Federal Government aims to improve and extend existing services so as to meet the demand created by the very rapid economic development of the post-war years. The greater part of the expenditure is in respect of new trunk telephone channels, exchanges and lines in all three territories. The expenditure envisaged is solely for purchase of equipment; the costs of buildings are included in Item 26.

NYASALAND RAILWAYS AND TRANS-ZAMBESIA RAILWAYS (ITEMS 6 and 7)

Apart from a balance of £28,000 to be made available to the Nyasaland Railways, no further funds are being provided by the Government, since the Nyasaland Railways will themselves find the capital required to finance Stage 2 of their development programme. The Federal Government, however, will finance the capital development of the Trans-Zambesia Railways which link the Nyasaland Railways with Beira. This development, which is expected to lead to the growth of the Nyasaland Railways' traffic, is expected to cost about £475,000.

LAKE SERVICE (ITEM 8)

The principal expenditure is in connection with the purchase of a new cargo steamer, barges and a launch.

NYASALAND HARBOURS (ITEM 9)

The natural link between the North and South of Nyasaland is Lake Nyasa, which, together with Nyasaland Railways, is being developed as a main artery of communication. The lowered level of the lake has prevented the use of the jetty at Kota Kota and it is necessary to undertake further construction to improve the loading facilities there and at Nkata Bay.

ELECTRICITY SUPPLY COMMISSION (ITEM 10)

The generation programme of the Commission will be completed in 1955 giving an installed capacity of 185 MWs. One further generation project is contemplated, an additional thermal plant at Umtali. It has been decided not to proceed with the erection of a station at Odzi, and the existing power station at Umtali will be extended to meet demand in the Eastern Districts of Southern Rhodesia which are not interconnected with any power system. More than £4 million will be spent on extending the

/transmission ...

transmission- and distribution lines, which will continue to be used after hydro-electric power becomes available.

NYASALAND ELECTRICAL SERVICES (ITEM 11)

In the years 1955/1957, the expenditure envisaged is principally in connection with transmission and distribution schemes at Blantyre and Limbe, Zomba and Lilongwe. On present estimates of demand an extension to the Blantyre-Limbe thermal plant will be required after 1957, and provision has accordingly been made.

AGRICULTURE - GENERAL (ITEM 12)

The expenditures envisaged are mainly for loans to Intensive Conservation Committees, and to meet the cost of a high-veld research station and a development farm near the Hunyani Poort Dam.

COLD STORAGE COMMISSION OF SOUTHERN RHODESIA (ITEM 13)

The capital advances are to enable the Commission to finance the costs of land purchases and alteratio and improvements to existing factories.

DAIRY MARKETING BOARD OF SOUTHERN RHODESIA (ITEM 14)

The main item provided for is a new dairy at Salisbury. The existing dairy is unsatisfactory, and owing to its situation cannot be extended. The new dairy, estimated to cost £250,000 will handle and pasteurise milk, and provision will be made for the manufacture of milk products. The net cos to Government will be £150,000, after the proceeds of the sale of the Board's existing dairy in Salisbury are taken into accoun

GRAIN MARKETING BOARD OF SOUTHERN RHODESIA (ITEM 15)

The expenditure is to complete the present storage projects in the course of construction, and to meet the general development needs of the Board's storage plant.

SABI VALLEY SCHEME (ITEM 16)

The £7,000 is to enable the development for to be completed.

COTTON INDUSTRIES BOARD (ITEM 18)

It is anticipated that a new cotton wool factory will be required in the near future. While the locati of the factory has not yet been decided, a provision of £178,00 has been included in the Plan.

/LAND AND ...

LAND AND AGRICULTURAL BANK OF SOUTHERN RHODESIA (ITEM 19)

The further capital advances to the Land and Agricultural Bank are to enable the Bank to meet the increasing demand for finance from the farming industry and to provide additional loans for Civil Servants' housing. Negotiations are in hand for private interests to take over on suitable terms the latter liability in due course.

STORAGE OF PETROLEUM FUELS (ITEM 20)

This is in respect of the final payment of the construction costs of storage for petroleum fuels, erected by the Government in the Rhodesias.

ACQUISITION OF LAND (ITEM 22)

This is a nominal provision to meet the cost of acquiring land for Federal Government use.

BUILDINGS (ITEMS 24, 25 and 26)

Education

Education, other than African education, is the responsibility of the Federal Government. The proposed outlay on schools, even excluding many ancillary buildings, is substantial, but school enrolments are increasing annually and full overloads are being carried, so that a substantial provision is inevitable. Southern Rhodesia is generally better off for school accommodation, but this is due in no small measure to the fact that the temporary buildings of several military and R.A.F. camps were taken over and adapted for school purposes. The rapid post-war growth in enrolment which affected the primary schools in the early years has now spread to the secondary schools, which, since they must have smaller classes and effective laboratories and craftrooms, are a greater strain on resources.

In Northern Rhodesia except at Lusaka secondary pupils have not yet been separated from the primary classes. Their removal to separate schools will not entirely eliminate the need for further development in the primary schools. In Lusaka there are now two high schools and a further seven must be provided without delay in other centres.

In Nyasaland the largest of the three Government primary schools for European children is in hired premises. The only completed building now under construction will serve the needs of European primary school children and of secondary school children in two or three years time. There are not yet any Government school buildings for Asian children, but it is planned to build class-rooms year by year until needs have been met.

Health

The rapid post-war expansion has compelled a heavy building programme for hospitals and clinics. The demand

for adequate health services has been increased by the tendency for Africans to make greater use of these services. The main projects to be completed in the period are new hospitals in Northern Rhodesia, at Kitwe, Lusaka and Livingstone. The Kitwe hospital will cater for Africans and Europeans, and will have 50 beds for T.B. patients. The Livingstone hospital is a general hospital for Europeans. In Lusaka, there will be two hospitals, one a European General, and the other a Mental Hospital for Africans and eventually for Europeans.

A group hospital at Blantyre in Nyasaland will provide for the needs of all races. It is expected to be completed in 1958.

In Southern Rhodesia, the two African hospitals at Salisbury and Bulawayo will be completed. They will deal with maternity, surgical and medical patients and, with out-patient departments, will be completely self-contained units. Smaller hospitals through the territory are also being built to serve immediate needs. Clinics, smaller hospitals and extensions to hospitals, in the Federation constitute the balance of the expenditure.

General

This head embraces all other government building projects. By far the greatest expenditure is for Post offices and exchanges in several centres, particularly in Northern Rhodesia, where existing facilities are inadequate to deal with the growing volume of postal traffic.

PROVISION FOR CONTINGENCIES (ITEM 27)

£500,000 has been provided in the years 1957/59 to meet contingencies at present unforeseen or projects not yet planned, such as irrigation schemes, research stations and the further capital requirements of various statutory commissions for which no individual provision has been made. Government has not yet fully considered the report of the consultants on the Shire Valley Project of Nyasaland, and this item will also provide for any preliminary expenditure on that Scheme which it may decide to incur.

RHODESIA RAILWAYS

The Rhodesia Railways' programme of capital development from 1st April 1955 to 30th June 1959, is estimated to cost £9,615,700. Of this amount some £4,080,000 will be provided from funds forming part of the Development Plan 1955/56 to 1958/59. Other resources available to the Railways taken together with this contribution from the Development Plan will enable approximately £26,230,000 to be spent on the Railways' programme of development over the period 1st April 1955 to 30th June 1959. Further expenditure in terms of the Railways' programme of development will depend upon the availability of funds from internal Railway resources or from resources that will not affect Government borrowing.

In the Federal Government financial year 1954/55 the Railways are estimated to have spent on development £9,300,000. This has been financed in part by a loan of £1,900,000 made direct to the Railways by the Federal Government. (Shown in Table 3)

Details of the planned expenditure over the period 1955/59 are shown in the table on page 8.

	Total New Works and Carry Forward	Estimated Expenditure for Railways Financial Years Ending 31-3-56	31-3-57	31-3-58	Unexpended Balance after 31-3-58
	£	£	£	£	£
1. Traffic and Operating facilities	3,500,900	1,696,700	1,228,300	563,900	12,000
2. Passenger Amenities	76,500	22,000	14,500	27,500	12,500
3. Housing - European	3,750,900	1,397,400	1,353,500	1,000,000	-
4. Housing - African	1,062,500	312,500	400,000	350,000	-
5. Renewals of Permanent Way	1,353,600	393,400	531,500	373,000	55,700
6. Renewal of Bridges	251,500	159,700	44,000	41,200	6,600
7. Workshops, Stores etc.	578,600	258,000	162,200	158,400	-
8. Plant, Machinery and Equipment	712,000	513,000	158,900	40,100	-
9. Admin. and General Buildings	166,900	117,500	49,400	-	-
10. Staff Amenities	500	500	-	-	-
11. Road Motor Vehicles	115,000	52,000	63,000	-	-
12. Branch lines, extensions etc.	1,159,200	750,600	293,600	115,000	-
13. Land	53,500	29,700	19,300	4,500	-
14. Water Supplies	509,600	326,000	157,900	25,700	-
15. Unforeseen Works	35,000	35,000	-	-	-
16. Improvements: Somabula-Bannockburn	204,100	203,200	900	-	-
17. Locomotives and Rolling Stock	10,682,700	2,098,700	4,779,500	2,309,500	1,495,000
18. South East Connection	734,500	646,200	88,300	-	-
TOTAL	24,947,500	9,012,100	9,344,800	5,008,800	1,581,800
Add new Expenditure for period April 1958 to June 1959	4,668,200				4,668,200
	£ 29,615,700	£ 9,012,100	£ 9,344,800	£ 5,008,800	£ 6,250,000
Less Contingent Works	3,285,275	7,300	788,200	1,879,600	610,175

Reduced Capital Programme	£ 26,330,425	£ 9,004,000	£ 8,358,500	£ 5,129,200	£ 3,839,025

TABLE 1

PART I

DEVELOPMENT PLAN 1955/59 - EXPENDITURE

		1954/55 Estimated Expenditure	1955/56	1956/57	1957/58	1958/59	TOTAL 1955/59
		£	£	£	£	£	£
1.	Roads and Bridges	2,300,000	2,157,500 (*)	1,862,000(*)	1,265,000	1,185,500	6,470,000
2.	Civil Aviation	249,000	327,500	356,500	332,000	300,000	1,316,000
3.	C.A.A.C.	100,000	60,000	120,000	-	-	180,000
4.	C.A.A.C. Purchase of Aircraft /6	-	1,500,000	250,000	-	-	1,750,000
5.	Posts and Telecommunications	909,800	950,200	850,000	750,000	850,000	3,400,200
6.	Nyasaland Railways	168,300	28,000	-	-	-	28,000
7.	Trans-Zambesia Railways	285,600	266,000	209,000	-	-	475,000
8.	Lake Service	62,100	78,000	-	-	-	78,000
9.	Nyasaland Harbours	5,500	42,000	100,000	40,000	-	182,000
10.	Electricity Supply Commission	3,031,800	1,640,900	1,447,900	1,195,000	1,595,000	5,878,800
11.	Other Electrical Services - Nyasaland	95,700	109,000	100,000	100,000	150,000	459,000
12.	Agriculture - General	10,000	18,000	18,000	108,000	10,000	154,000
13.	Cold Storage Commission of Southern Rhodesia	170,000	150,100	29,900	-	-	180,000
14.	Dairy Marketing Board of Southern Rhodesia	228,000	104,000	136,000	-	-	240,000

							Bal-
4.	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5.	Posts and Telecommunications	909,800	950,200	850,000	750,000	850,000	3,400,200
6.	Nyasaland Railways	168,900	2[illegible],000	–	–	–	28,000
7.	Trans-Zambesia Railways	209,600	266,000	209,000	–	–	475,000
8.	Lake Service	62,100	78,000	–	–	–	78,000
9.	Nyasaland Harbours	5,500	42,000	100,000	40,000	–	182,000
10.	Electricity Supply Commission	3,081,500	1,640,900	1,447,900	1,195,000	1,595,000	5,878,800
11.	Other Electrical Services - Nyasaland	95,700	109,000	100,000	100,000	150,000	459,000
12.	Agriculture - General	10,000	1[illegible],000	10,000	100,000	10,000	154,000
13.	Cold Storage Commission of Southern Rhodesia	170,000	15[illegible],100	[illegible],000	–	–	180,000
14.	Dairy Marketing Board of Southern Rhodesia	228,000	104,000	136,000	–	–	240,000
15.	Grain Marketing Board of			[illegible],500			96,500

	Southern Rhodesia	[illegible]	[illegible]	-	-	7,000
16.	Sabi Valley [illegible]	12,000	7,000	-	-	-
17.	Shire Valley Project *	-	-	-	-	178,400
18.	Cotton Industries Board	-	[illegible],400	75,000	75,000	-
19.	Land and Agricultural Bank of Southern Rhodesia	750,000	350,000	100,000	175,000	800,000
20.	Storage of Petroleum Fuels	166,000	10,000	-	-	10,000
21.	Vocational Training Loans	23,600	-	-	-	-
22.	Acquisition of Land	2,500	60,000	115,000	130,000	430,000
23.	Miscellaneous	98,300	-	-	-	-
24.	Education Buildings)					
25.	Health Buildings)	2,860,000	4,500,000	2,340,000	2,330,000	2,330,000	11,500,000
26.	Buildings: General)					
27.	Contingency Provision for items under examination	-	-	-	250,000	250,000	500,000
		£ 11,885,200	£ 12,429,600	£ 8,162,800	£ 6,745,000	£ 6,975,500	£ 34,312,900

(*) Including Projects to be financed from C.D. & W. monies.

ϕ, The Balance of the Expenditure on the new Viscount aircraft and associated equipment will be met from C.A.A.C.'s Internal Resources.

• A token provision of £1 has been included in Loan Estimates for 1955/56, but has not been included in the Development Plan.

Note: A token provision of £1 has been included in the Loan Estimates for 1955/56 for the Federal Hydro-Electric Board, but has not been included in the Development Plan.

TABLE 2

PART I

DEVELOPMENT PLAN 1955/59 - RESOURCES

	1954/55	1955/56	1956/57	1957/58	1958/59	Total 1955/59
	£	£	£	£	£	£
1. KNOWN RESOURCES						
(a) Ordinary						
Revenue Provision for Development	3,000,000	3,750,000	3,000,000	4,000,000	4,000,000	14,750,000
Revenue Provision to write down assets of Federal Government (roads)	-	200,000	-	-	-	200,000
Loan from Southern Rhodesia Government of an amount equal to the 1954/55 drawings from the International Bank Electricity Loan	1,714,000	-	-	-	-	-
Loan Recoveries (1)	795,000	775,000	775,000	750,000	775,000	2,875,000
External Loans	6,825,000	-	-	-	-	-

Revenue Contribution to Loan Account to meet discount on External Loan (1954)	-	175,000	-	-	-	175,000
Local Loans	3,250,000	-	-	-	-	-
Colonial Development and Welfare Vote	-	175,000	24,200	-	-	300,000
Housing Loan from Northern Rhodesia Government	100,000	-	-	-	-	-
Housing Loan from Southern Rhodesia Government	50,000	-	-	-	-	-
	£ 15,464,000	5,025,000	3,749,200	4,750,000	4,775,000	18,300,000
(b) C.D.C. loan to the C.A.A.C. for the purchase of aircraft	-	1,500,000	250,000	-	-	1,750,000
2. EXPECTED RESOURCES						
Loans (External and Internal)	-	10,150,000	10,400,000	5,280,000	14,170,000	40,000,000
TOTAL (1. and 2.)	£ 15,464,000	16,675,000	14,399,200	10,030,000	18,945,000	60,050,000

(1) Excludes loan recoveries in respect of loans granted by I.B.R.D., E.C.A. or similar organisations. The figure is the estimated net amount of resources available.

TABLE 3

PART I

DEVELOPMENT PLAN: FINANCING OF PLAN 1955/59

	1954/55 £	1955/56 £	1956/57 £	1957/58 £	1958/59 £	TOTAL 1955/59 £
(a) EXPENDITURE (Table No. 1)	11,[illegible],200	12,429,600	8,162,800	6,745,000	6,975,500	34,312,900
(b) LOANS TO [illegible]	1,900,000	-	-	-	-	-
(c) RE-IMBURSEMENTS:						
In terms of section 5 (4) (b) of the Order-in-Council (Appropriation) for expenditure incurred by [illegible] Government prior to 1st [illegible], 1953	371,000	-	-	-	-	-
In respect of expenditure incurred by Northern Rhodesia Government prior to 30th June 1954	1,5[illegible],000	-	-	-	-	-
In respect of balance of expenditure incurred by Southern Rhodesia Government prior to [illegible] June 1954	52,000	-	-	-	-	-
In respect of loan from Northern						

Southern Rhodesian Government in terms of Apportionment Commission report	-	-	-	1,000,000	-	1,000,000
Annual instalment in respect of interest free loan to Nyasaland Government from H.M. Government in terms of the Apportionment Commission report	50,000	50,000	50,000	50,000	50,000	200,000
Annual amortisation in respect of loans from Southern Rhodesian Government on account of loan expenditure on Federal account between 23rd October 1953 and 31st March 1954	38,900	38,900	38,900	38,900	38,900	155,600
	£ 2,243,900	88,900	88,900	1,088,900	88,900	1,355,600
(d) RE-FINANCING:						
Excess expenditure over loan receipts to 30th June 1954, financed by overdraft	1,752,900	-	-	-	-	-
Excess expenditure over resources carried forward 30th June 1955	-	2,317,100	-	-	-	2,317,100
TOTAL EXPENDITURE (a) + (b) + (c) + (d)	£ 17,781,100	14,835,600	8,251,700	7,833,900	7,064,400	37,985,600
TOTAL RESOURCES	15,464,000	16,675,800	14,399,200	10,030,000	18,945,000	60,050,000
BALANCE (Carried forward to Part III)	£ - 2,317,100 *	1,840,200	6,147,500	2,196,100	11,880,600	22,064,400

Excludes repayments in respect of loans granted by I.B.R.D., E.C.A. or similar organisations and short-term refinancing operations.

* The deficit has been financed from short-term borrowings.

Note: Short-term loans which will be refinanced by conversion are not included in the Plan.

PART II

RHODESIA RAILWAYS: CAPITAL EXPENDITURE AND RESOURCES

	1955/56 £	1956/57 £	1957/58 £	1958/59 £	Total £
Development Expenditure	8,890,000	7,200,000	2,990,000	5,000,000	24,080,000
Repayment of Loan to Northern Rhodesia Government	1,300,000	-	-	-	1,300,000
	10,190,000	7,200,000	2,990,000	5,000,000	25,380,000
Resources Available					
Pension Fund Contributions	450,000	-	-	-	450,000
Foreign Operations Administration Loan	130,000	-	-	-	130,000
Railway Internal Resources	1,140,000	160,000	-	-	1,300,000
	1,720,000	160,000	-	-	1,880,000
Resources required	8,470,000	7,040,000	2,990,000	5,000,000	23,500,000
Total Resources	£ 10,190,000	7,200,000	2,990,000	5,000,000	25,380,000

P A R T III

RECONCILLATION STATEMENT (TABLE 3, PART I and PART II)

	1955/56	1956/57	1957/58	1958/59	Total
	£	£	£	£	£
Credit Balance Carried forward from Table 3 of Part I	1,840,200	6,147,500	2,196,100	11,880,600	22,064,400
Resources required by Rhodesia Railways	8,470,000	7,040,000	2,990,000	5,000,000	23,500,000
Net Position:- £	(-) 6,629,800	(-) 892,500	(-) 793,900	(+) 6,880,600	(-) 1,435,600

PART IV

SUMMARY OF EXPENDITURE AND FINANCING OF PLAN 1955/59

(All figures £ 000)

	REQUIREMENTS				RESOURCES								
					Internal				External				
	Expenditure	Re-imbursement	Re-financing	Total	Revenue	Other	Total Internal	C.D.W.	Loans Secured	Total External	Loans to be secured 1955/59 Int/Extern.	Total Resources	Balance Uncovered
Government	34,313	1,356	2,317	37,986	14,750	3,250	18,000	300	1,750	2,050	40,000	61,930	1,436
Railways	24,080	1,300	-	25,380	-	1,750	1,750	-	130	130			
TOTAL	58,393	2,656	2,317	63,366	14,750	5,000	19,750	300	1,880	2,180	40,000	61,930	1,436